

~~TOP SECRET~~

25X1



**PHOTOGRAPHIC  
INTERPRETATION  
REPORT**

**NATIONAL PHOTOGRAPHIC  
INTERPRETATION CENTER**

**SUMMARY OF AIR ACTIVITY  
NORTH KOREA, MARCH 1973-  
MARCH 1974**

~~TOP SECRET~~

25X1

25X1

**MAY 1974  
COPY NO. 122  
11 PAGES  
PIR-026/74**

**Page Denied**

**TOP SECRET RUIFF**25X1  
25X1  
25X1**SUMMARY OF AIR ACTIVITY, NORTH KOREA,  
MARCH 1973 - MARCH 1974****ABSTRACT**

1. This report includes information on jet-capable airfields, transport/utility airfields, highway airstrips, and air order of battle. It is derived from KEYHOLE photography obtained between March 1973 and March 1974. The report contains text, three location maps, five photographs, and three tables.

**INTRODUCTION**

2. North Korea has continued to improve and expand its air facilities since March 1973. Significant developments observed include the opening of two jet-capable airfields, the reopening of Sunan-up Airfield, late-stage construction at three jet-capable airfields, continued hangar and aircraft tunnel construction, the identification of a probable seaplane station, and changes in the deployment of aircraft.

**BASIC DESCRIPTION****Jet-Capable Airfields**

3. Of the 22 jet-capable airfields in North Korea, 19 are currently operational and three remain in a late stage of construction (Figure 1, Table 1).

4. The two airfields which became operational during this period were Koksan and Manpo-up (Figures 2 and 3). Koksan, under construction during the past four years, was first observed operational [redacted] when FAGOT/FRESCO aircraft were identified at the field. Koksan is currently the nearest operational jet-capable airfield to the Demilitarized Zone (DMZ). Manpo-up, the only jet-capable airfield with a graded-earth runway, was first observed operational [redacted] when COLT aircraft were identified at the field.

25X1

25X1

5. Sunan-up, the international field for North Korea, was reopened [redacted] after being closed for over a year for runway lengthening and resurfacing. The runway was extended [redacted]. Pyongyang served as the international field during this reconstruction period.

25X1

25X1

25X1

6. Late-stage construction continues at Hyon-ni, Hwangsuwon-ni, and Taetan airfields. The runway and taxiways at Hyon-ni are complete and serviceable, with construction on the aircraft tunnels nearing completion (Figure 5). When completed, Hyon-ni will be the nearest operational airfield to the DMZ. The runway and parallel taxiway at Hwangsuwon-ni are complete and serviceable. Construction continues on the aircraft tunnels, and a dispersal taxiway to connect the runway with the tunnels has yet to be built. The runway at Taetan is complete; however, construction continues on the taxiways and tunnels.

7. Hardening of aircraft storage facilities continues at jet-capable airfields in North Korea. Aircraft tunnel construction is in progress at six airfields, with hangar construction also recently noted at two of these. Only five of the 22 jet-capable airfields lack either tunnels or hangars (Table 1). This underground hangar/storage trend will hinder future efforts to determine air order of battle from photography.

**Transport/Utility Airfields**

8. There are 24 transport/utility airfields in North Korea, including the first probable seaplane station (Figure 6, Table 2). Excluding this facility, these airfields all have sod or graded-earth runways. Aircraft have been observed at only six of these fields since March 1973. Support facilities are lacking at nine of the airfields, and three of these are currently unserviceable to aircraft.

9. The first probable seaplane station in North Korea was identified at Manpo-up in August [redacted]. This facility consists of two ramps, a parking apron, and an aircraft revetment (Figure 7). However, no aircraft have been observed here to date.

25X1

**Highway Airstrips**

10. Fourteen of the 18 highway airstrips in North Korea are serviceable and considered operational (Figure 8, Table 3). The extent of serviceability of the four remaining airstrips is undetermined, and their operational status is unknown. No aircraft have ever been observed at any of these highway airstrips.

**TOP SECRET RUFF**

25X1

25X1

TOP SECRET RUFF

25X1  
25X1

Table 1. Jet-Capable Airfields (Items keyed to Figure 1)

Item	Installation	Geographic Coordinates	Runway Length (ft)	Runway Orientation	Aircraft Tunnels	Hangarages	Operational Aircraft*	Remarks
1	Sinmusong	41-54-20N 128-24-48E	10,875	NE/SW	--	--	FAGOT/MIDGET	Jet training field
2	Hoemun-ni	41-25-40N 129-39-01E	8,205	NE/SW	3 ucon	2 ucon	FAGOT/MIDGET	Jet training field
3	Manpo-up	41-08-07N 126-21-28E	8,740	NNE/SSW	--	--	COLT	First aircraft observed Jul 73; graded-earth runway with no evidence of further surface improvement
4	Hwangsuwon-ni	40-40-47N 128-09-06E		NW/SE	2 ucon	--	--	Runway & parallel taxiway complete & serviceable; construction of tunnels continues
5	Changniin-up	40-21-45N 127-16-02E		NNW/SSE	3	--	BEAGLE	Dummy/decoy FISHBED
6	Uiju	49-09-06N 124-30-00E	8,220	NE/SW	2 poss, ucon	3	BEAGLE	
7	Hamhuna	39-59-38N 127-36-53E	8,225	NNE/SSW	2	4	FISHBED	
8	Namsi	39-55-28N 125-12-31E		NW/SE	3	--	FAGOT/FRESCO COLT	Dummy/decoy FISHBED & FAGOT/FRESCO
9	Taechon	39-54-01N 125-29-29E	6,540	WNW/ESE	--	--	COLT	
10	Saamcham	39-45-00N 125-54-12E	8,200	NE/SW	3	--	FARMER FRESCO TRAINER FAGOT/MIDGET	62 FARMER identified Dec 73 dummy/decoy FISHBED & FAGOT/FRESCO
11	Sonadong-ni	39-44-42N 127-28-35E	8,200	N/S	--	4	FAGOT/FRESCO	
12	Pukchane-ni	39-30-07N 125-58-02E	8,290	NW/SE	3	--	FISHBED MONGOL	FITTER redeployed to Pyong-ni; dummy/decoy FISHBED & FAGOT/FRESCO
13	Pyong-ni	39-24-29N 125-53-39E	8,250	NW/SE	2	--	FITTER BEAGLE	FITTER redeployed from Pukchang-ni; no longer serving as international field since reopening of Sunan-up; dummy/decoy FISHBED & FAGOT/FRESCO
14	Sunan-up	39-12-10N 125-40-23E		NNW/SSE	2 ucon	--	COOT, COKE CRATE, CAB COLT, HIP-C	Reconstruction complete; reopened as the international field
15	Wonsan	39-09-47N 127-29-10E	7,590	NNW/SSE	2	--	FAGOT/FRESCO COLT, HOUND	Dummy/decoy FISHBED; derelict FAGOT/FRESCO
16	Pyongyang East	39-00-50N 125-50-45E	6,450	ENE/WSW	--	--	COLT, CREEK, MAX/MOOSE HIP-C, HOUND	Assembly of new COLT aircraft observed Apr 73
17	Onchon-up	38-54-21N 125-14-07E		N/S	2	4	FARMER FAGOT/FRESCO	34 FARMER observed Dec 73; dummy/decoy FISHBED & FAGOT/FRESCO
18	Koksan	38-41-25N 126-36-20E		NE/SW	2	--	FAGOT/FRESCO	Aircraft first observed Sep 73
19	Hwangju	38-38-58N 125-47-31E	8,200	WNW/ESE	2	2	FISHBED	Dummy/decoy FISHBED & FAGOT/FRESCO
20	Hyon-ni	38-36-35N 127-27-14E		NNE/SSW	2 ucon	1 ucon	--	Runway & taxiways complete & serviceable; construction nearly complete on tunnels
21	Pungchon	38-25-24N 125-01-16E	8,205	NW/SE	--	--	--	Aircraft last observed Sep 72 included CUB, CAB, & COLT; no support facilities observed
22	Taetan	38-07-50N 125-15-10E	8,000	E/W	2 ucon	--	--	Runway complete; construction on taxiways & tunnels continues

\*Operational aircraft observed based on best available photography during this reporting period.

TOP SECRET RUFF

25X1  
25X1  
25X1

TOP SECRET RUFF

25X1

25X1

## Air Order of Battle

11. North Korea has continued to expand and upgrade its aircraft inventory. Previously credited with approximately 40 FARMER D modified aircraft of Chinese origin, North Korea has acquired approximately 60 additional FARMER aircraft. These new aircraft were observed deployed at Saamcham and Onchon-up airfields.

12. The receipt of shipping crates for at least 35 additional COLT aircraft was observed at Pyongyang East Airfield in late March 1973. The aircraft were subsequently assembled and deployed to various airfields within the country.

13. In late 1973 the entire North Korean FITTER inventory, consisting of 24 aircraft, redeployed from Pukchang-ni to Pyong-ni Airfield.

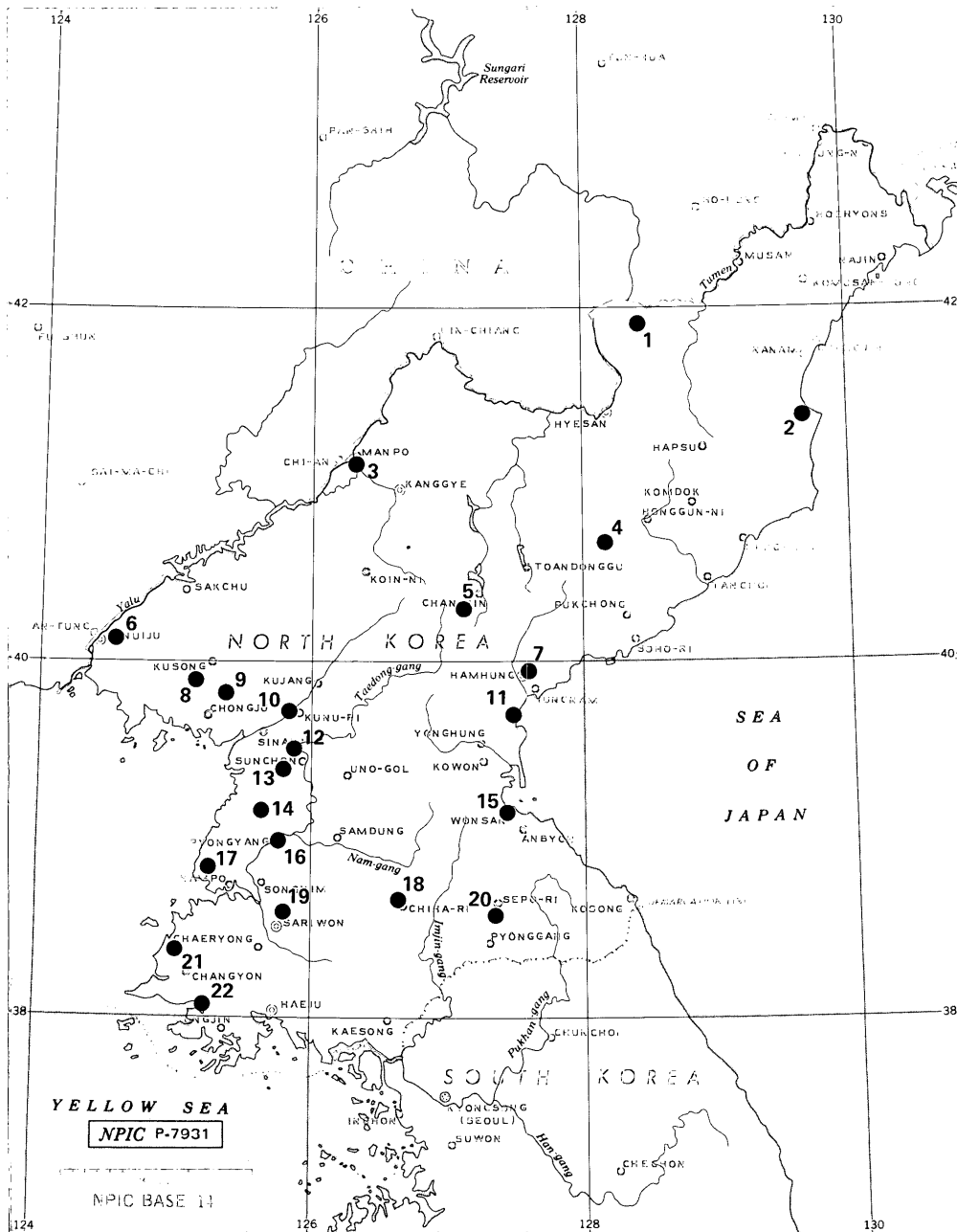


FIGURE 1. LOCATIONS OF JET-CAPABLE AIRFIELDS IN NORTH KOREA (items keyed to Table 1)

TOP SECRET RUFF

25X1

25X1

**Page Denied**

Next 3 Page(s) In Document Denied

TOP SECRET RUFF

25X1

25X1

Table 2. Transport/Utility Airfields (Items keyed to Figure 6)

Item	Installation	Geographic Coordinates	Runway Length (ft)	Runway Orientation	Runway Surface	Operational Aircraft*	Remarks
1	Kuso	41-56-05N 128-51-40E	3,970	E/W	Sod	--	COLT aircraft observed only observation of aircraft to date
2	Chongjin	41-47-10N 129-44-44E	3,900	N/S	Sod	MAX/MOOSE	Training field; COKE, CRATE, CAB, & COLT observed on routine basis
3	Kyongsong SE	41-33-25N 129-37-55E	2,100	WNW/ESE	Sod	MAX	Training field
4	Hyesan	41-22-33N 128-12-25E		NE/SW	Graded earth	CAB, CRATE	Aircraft observed on periodic basis
5	Irhyang-dong	41-14-45N 129-33-40E	3,936	E/W	Sod	COLT	Permanent support facilities have been constructed
6	Manpo-up	41-05-39N 126-20-20E	--	--	--	--	Prob seaplane facility identified Aug 73; consists of 2 separate ramps; no aircraft observed to date
7	Kilchu SE	40-55-06N 129-23-12E	7,550	NNW/SSE	Graded earth	--	Unserviceable & appears abandoned; no support facilities
8	Taechon NW	39-59-25N 125-22-00E	2,296	NE/SW	Sod	--	COLT aircraft observed only observation of aircraft to date; no support facilities; activity appeared transitory
9	Sonchon SW	39-45-15N 124-49-20E		NE/SW	--	--	Serviceable; collocated with a field artillery training area
10	Yonsang-ni	39-43-50N 125-06-47E	4,265	NE/SW	Sod	COLT	
11	Maengsan	39-39-11N 126-40-31E	9,880	E/W	Graded earth	--	Poss serviceable only to light utility aircraft
12	Kangdong	39-09-20N 126-02-30E	3,600	NNE/SSW	Sod	COLT	Support facilities now present
13	Pyongyang Main	39-01-52N 125-46-52E	3,900	N/S	Graded earth	--	Poss serviceable; no support facilities
14	Koksan SE	38-42-52N 126-43-20E	3,300	NW/SE	Graded earth	--	Prob serviceable
15	Ichon NE	38-40-10N 126-55-40E		NNE/SSW	Graded earth	--	Serviceable; no support facilities
16	Hoeyang SE	38-39-30N 127-39-00E		NW/SE	Graded earth	--	Poss serviceable; no support facilities
17	Kumgang	38-38-25N 127-59-20E	3,609	N/S	Graded earth	--	Poss serviceable; no support facilities
18	Cho-do	38-32-55N 124-50-07E	2,200	NW/SE	Sod	--	Poss serviceable
19	Unchon-up	38-33-00N 125-20-24E	2,600	NNE/SSW	Graded earth	--	Unserviceable; no support facilities
20	Ichon	38-28-40N 126-51-45E	3,609	WSW/ENE	Graded earth	--	Unserviceable; no support facilities
21	Sinmak South	38-21-23N 126-13-17E	2,100	N/S	Graded earth	--	Prob serviceable
22	Haeju NE	38-07-40N 125-51-10E	3,445	ENE/WSW	Graded earth	--	Prob serviceable; no support facilities
23	Haeju	38-00-10N 125-46-57E		NW/SE	Sod	--	Prob serviceable only to light utility aircraft
24	Ongjin	37-55-50N 125-25-18E		WNW/ESE	Graded earth	--	Prob serviceable only to light utility aircraft

\*Operational aircraft observed based on best available photography during this reporting period.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

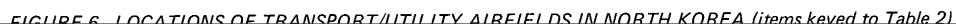
25X1

TOP SECRET RUFF

25X1

25X1

25X1



25X1

25X1

TOP SECRET RUFF

25X1  
25X1  
25X1Table 3. Highway Airstrips  
(Items keyed to Figure 8)

Item	Installation	Geographic Coordinates	Runway Length (ft)	Runway Orientation	Runway Surface	Status
1	Kilchu [REDACTED]	40-55-30N 129-18-55E	7,790	NNE/SSW	Graded earth	Opr
2	Tanchon [REDACTED]	40-24-00N 128-53-20E	6,550	NNE/SSW	Graded earth	Opr
3	Sinhung [REDACTED]	40-10-45N 127-32-30E	[REDACTED]	NNE/SSW	Graded earth	Opr
4	Sangwon-ni [REDACTED]	40-07-50N 125-51-20E	[REDACTED]	NW/SE	Graded earth	Opr
5	Namsi South [REDACTED]	39-52-43N 125-09-38E	[REDACTED]	NW/SE	Graded earth	Unk*
6	Saamcham SW [REDACTED]	39-43-26N 125-51-26E	5,300	NNW/SSE	Graded earth	Unk*
7	Yonghung [REDACTED]	39-32-09N 127-17-24E	6,000	WNW/ESE	Graded earth	Opr
8	Pyong-ni West [REDACTED]	39-25-26N 125-49-05E	[REDACTED]	NW/SE	Graded earth	Opr
9	Pyong-ni South [REDACTED]	39-19-07N 125-53-58E	8,635	NE/SW	Concrete	Opr
10	Okpyong-ni [REDACTED]	39-16-07N 127-19-27E	7,050	NNW/SSE	Graded earth	Opr
11	Sunan-up North [REDACTED]	39-14-14N 125-40-36E	7,050	N/S	Concrete	Opr
12	Wonsan South [REDACTED]	39-05-45N 127-24-14E	[REDACTED]	NE/SW	Graded earth	Opr
13	Kojo [REDACTED]	38-50-42N 127-52-46E	[REDACTED]	NE/SW	Graded earth	Unk*
14	Koksan South [REDACTED]	38-43-50N 126-39-50E	[REDACTED]	N/S	Graded earth	Opr
15	Koksan SW [REDACTED]	38-35-25N 126-31-40E	[REDACTED]	N/S	Graded earth	Opr
16	Changyon [REDACTED]	38-13-25N 125-08-15E	[REDACTED]	NW/SE	Graded earth	Unk*
17	Ayang-ni [REDACTED]	38-14-50N 125-58-40E	6,585	E/W	Graded earth	Opr
18	Nuchon-ni [REDACTED]	38-13-45N 126-15-50E	6,880	E/W	Graded earth	Opr

\*Extent of serviceability unknown.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

TOP SECRET RUFF

25X1

25X1

Sanitized Copy



;

•

25X1

25X1

TOP SECRET RUM

**TOP SECRET**



25X1

**TOP SECRET**



25X1